

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 8991. 號二十月四年六十七百八千一英

HONGKONG, WEDNESDAY, APRIL 12, 1876.

日八十月三年子丙

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, 121, Holborn Hill, E.C. BATES, HENDY & CO., 4, Old Jewry, E.C. SAMUEL DRAGON & CO., 160 & 162, Leadenhall Street.

NEW YORK.—ANDREW WARD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally.—BRAN & BLACK, San Francisco.

CHINA.—Sutton, QUEEN & CAMPBELL, Amoy, Swatow, & Foochow. HEDGECOCK & CO., Shanghai, Lark, CRAWFORD & CO., and KELLY & CO., Manilla, C. BENTLEY & CO., Macao, L. A. DA GRAGA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1868.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

France. & Sterling.

PAID-UP CAPITAL, 80,000,000 3,200,000

RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris. LONDON AGENT.—144, Leadenhall St., E.C.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposits Account at the rate of 2 per cent. per annum on the monthly minimum balance, and on Fixed Deposits at rates which may be ascertained at the office.

CHIEF MANAGER.

Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.

RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman—E. R. BELLING, Esq.

Deputy Chairman—AD. ANDER, Esq.

J. F. COBBES, Esq. S. W. POMEROY, Esq.

H. HOPKINS, Esq. F. D. SASSOON, Esq.

A. MOIVER, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq.

Manager.

Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposits Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. " "

" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG,

Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East,

Hongkong, February 17, 1876.

ON SALE.

THE

CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary References,

BY

WILLIAM FREDERICK MAYERS.

Prior \$3.

Shanghai, KELLY & CO.

Hongkong, "CHINA MAIL" OFFICE.

Notices of Firms.

NOTICE.

I Have this day authorized Mr. J. V. V. SHAW to sign my name per procura-

tion.

A. MACG. HEATON.

Hongkong, January 1, 1876.

NOTICE.

THE Undersigned have entered into Co-

partnership from the First day of

January, 1876, in the Business of Ship-

brokers at this Port, under the style of

MORRIS & RAY.

A. G. MORRIS.

E. C. RAY.

Bank Buildings,

Hongkong, February 3, 1876.

NOTICE.

WE have Established branches of our

Firm at Haiphong and Hanoi. Mr

R. CONSTANTIN is authorized to sign by

procuration in Tonquin.

LANDSTEIN & Co.

Hongkong, December 31, 1875.

NOTICE.

I HAVE this day Established myself as

GENERAL COMMISSION AGENT

at the Ports of Takow and Taiwan.

P. F. DA SILVA.

Formosa, April 1, 1876. my1

NOTIFICATION.

IT is herewith notified that a CUSTOM

House has been Established at

MOI-HOW (海口), the Treaty Port of

KIUNGCHOW (瓊州), and has been

Opened for transaction of Business under

this day's date.

H. O. BROWN,

Commissioner of Customs,

Kiungchow Customs,

Moi-how, April 1, 1876. my8

Intimations.

THE GREAT NORTHERN TELE-

GRAPH COMPANY.

DURING my absence from Hongkong

the MANAGEMENT of the above

Company's Station will be TAKEN OVER

by Mr. C. G. BOJESSEN, who has been

appointed ACTING SUPERINTENDENT.

A. NUNNION,

Superintendent.

Hongkong, April 6, 1876. my6

THE GREAT NORTHERN TELE-

GRAPH COMPANY.

I BEG to notify that I have been appointed

ACTING SUPERINTENDENT for

the above Company's Station at this Port

from this date.

CARL CHR. BOJESSEN.

Hongkong, April 6, 1876. my6

CHINA TRADERS' INSURANCE

COMPANY, LIMITED.

NOTICE.

A SPECIAL AGENCY of the Company has

been opened in LONDON, under the

management of Mr. WALTER SCHMIDT,

at 3, St. Michael's Alley, Cornhill.

By Order,

W. H. RAY,

Secretary.

Hongkong, March 28, 1876. ap28

NOTICE TO CREDITORS.

NOTICE is hereby given, that all CRE-

DITORS and other Persons having

any CLAIMS or DEMANDS upon or

against the Estate of JOHN WOTHER-

SPOON, late of Bangkok, in the Kingdom

of Siam, who died on the 6th day of July,

1871, and whose Will was duly proved in

the Probate Jurisdiction of the Supreme

Court of Hongkong by WILLIAM HENRY

BERRETON, of 29, Queen's Road, Hong-

kong, Solicitor, to whom Letters of Admini-

stration with the Will annexed were duly

granted by the said Court on the 10th day

of March, 1876, are hereby required to

SEND in writing the PARTICULARS of

their Claims or Demands to the said WIL-

LIAM HENRY BERRETON, on or before the

1st day of July next; and notice is hereby

also given, that at the expiration of the last

mentioned day the said WILLIAM HENRY

BERRETON will proceed to distribute the

Assets of the said JOHN WOTHERSPOON

amongst the parties entitled thereto, having

regard to the Claims of which he has then

had notice; and that the said WILLIAM

HENRY BERRETON will not be liable for the

Assets or any part thereof so distributed to

any person of whose Claims he has not

had notice at the time of the distribution.

Dated this 28th day of March, 1876.

W. H. BERRETON,

29, Queen's Road, Hongkong,

Solicitor.

my11]

SPANISH CONSULATE, HONGKONG.

TENDERS for the CONSTRUCTION of

SIX BOILERS for Spanish Men-of-

War will be RECEIVED at this Consulate

until the 22nd April next, at Noon.

No proposition will be admitted if it

exceeds the price fixed by Government and

does not agree with the Form, Conditions,

and Plans, which will be exposed at the

Office of the Consulate every working day

from 11 a.m. to 3 p.m.

A. PABAUDO,

Consul for Spain.

Hongkong, March 31, 1876. ap23

Intimations.

STAFFORDSHIRE FIRE INSURANCE

COMPANY, LIMITED, OF HANLEY.

SUBSCRIBED CAPITAL, £250,000.

THE Undersigned, having been appoint-

ed Agents in Hongkong and Shanghai

for the above Company, are prepared to

issue Policies of Fire Insurance at current

rates.

ADAMSON, BELL & Co.

Hongkong, March 24, 1876. je24

THE MERCHANTS' MARINE INSUR-

ANCE COMPANY, LIMITED,

OF LONDON.

SUBSCRIBED CAPITAL, £500,000.

THE Undersigned, having been appoint-

ed Agents in Hongkong for the above

Company, are prepared to issue Policies of

Marine Insurance at current rates, payable

in London, India, Australia, New Zealand,

Straits, Mauritius, Java, Manila, China,

Japan, California, &c. &c.

ADAMSON, BELL & Co.

Hongkong, March 24, 1876. je24

NOTE.—By the Company's Articles of Asso-

ciation it is provided that, after pay-

ment to the shareholders of a dividend

of 10 per cent. per annum, one fourth

of the residue of profits will be rateably

divided amongst those Insurers out of

whose business profits have been made

during the year.

NOTICE.

THE ANNUAL GENERAL MEETING of the

Members of the HONGKONG CLUB will

be held at the CLUB HOUSE on THURS-

DAY, the 15th Instant, at Half-past Four

o'clock in the afternoon.

By Order,

EDWARD BEART,

Secretary.

Hongkong, April 5, 1876. ap13

NOTICE.

THE OFFICE of the Undersigned has

been REMOVED to BIRD'S LANE.

MEYER, ALABOR & Co.

Hongkong, April 8, 1876. ap15

HONGKONG, CANTON, AND MACAO

STEAM-BOAT COMPANY,

LIMITED.

FIRST Class Fare on the Hongkong and

Canton route has been Reduced to \$3

for Single trip and \$5 Return.

By Order,

P. A. DA COSTA,

Secretary.

Hongkong, April 3, 1876.

THE HONGKONG TEMPERANCE

HALL, in Stanley Street, will be

Opened on MONDAY, the 17th Inst.

Tea will be served at 7 p.m., for Sailors,

Soldiers, and others, and there will be

an Entertainment, consisting of Music,

Speeches, Readings, &c., at which Admi-

ral Ryder has kindly consented to take

the Chair, at 8.30 p.m.

Tickets, 50 cents each, may be had at

the HALL or at Messrs LANE, CRAWFORD

& Co.'s.

Donations of Books to form a Library

will be gladly accepted by the Committee.

Hongkong, April 11, 1876. ap17

WANTED.

AN Experienced European FEMALE to

accompany a Family with 3 Children

to England. Terms, a free Passage.

Applications to be sent to the Office of

this paper, addressed "A. B. C."

Hongkong, April 11, 1876. my11

NOTICE TO MARINERS.

No. 55.

CHINA SEA.

NEMESIS ROCK BEACON.—MINGO DISTRICT.

NOTICE is hereby given that the Neme-

sis Rock Beacon, No. 20 of the 1876

List of Chinese Lights, Buoys and Beacons,

has been carried away and that it will be tem-

porarily replaced by a Red Buoy moored off

the Reef extending to the N. E. of the most

easterly point of Ts Yew Island.

By order of the Inspector General of

Customs,

DAVID M. HENDERSON,

Engineer-in-Chief.

IMPERIAL MARITIME CUSTOMS,

ENGINEER'S OFFICE,

Shanghai, April 5, 1876. ap15

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. IRAOUADDY.

NOTICE.

CONSIGNEES of Cargo per S. S. "Iraouaddy" from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained from FRIDAY, the 7th Instant, at 10 a.m.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon To-morrow, the 7th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after FRIDAY, the 14th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, April 6, 1876. ap14

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "Agamemnon," are hereby notified that the Cargo is being discharged and landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 8th April, 1876.

Goods undelivered after 15th April, 1876, will be subject to rent.

BUTTERFIELD & SWIRE, Agents.

Hongkong, April 10, 1876. ap15

S. S. ORCHIS, FROM LONDON VIA SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby notified, that their Cargo is being landed and stored at their risk in the Godowns of the Undersigned, where delivery may be obtained.

Consignees wishing to take their Goods from the boats alongside the Wharf are at liberty to do so.

Goods remaining in store after the 15th Instant will be subject to rent.

Bills of Lading will be countersigned by

WM. PUSTAU & Co., Agents.

Hongkong, April 7, 1876. ap15

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S. S. AGAMEMNON, FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 17th Inst., for shipment per S. S. "Agamemnon."

BUTTERFIELD & SWIRE, Agents.

Hongkong, April 10, 1876. ap17

FROM LONDON AND SINGAPORE.

THE Steamship "Viking" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned into their Godowns, whence and from the Wharf or Boats delivery may be obtained.

Optional Cargo will be sent on to Shanghai unless applied for by the Consignees by Noon To-morrow, the 12th Inst. Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., Agents.

Hongkong, April 11, 1876. ap19

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES per Company's Steamer "Iraouaddy" from Calcutta are hereby notified that the Cargo will be discharged into Boats and landed at the Company's Godown. In both cases it will be at the Consignees' risk. The Cargo will be ready for delivery shortly after her arrival.

The above Steamer left Singapore on Saturday, 1st April, for this port.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, April 5, 1876.

For Sale.

FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS.

AT HONGKONG.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.

The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$390.45.

MARINE LOT 111, WANGHAI.—First-class and extensive Godowns.

Annual Crown rent, \$324.

AT YOKOHAMA.—

Lots No. 6 AND No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Out-houses. Area 1,084 Tanbos of 36 square feet.

Annual Ground rent, \$263.78.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floss Silk Press, Compressor's Quarters, Stabling and Fire Engine House. Area, 654 Tanbos.

Ground rent, \$154.97 per annum.

Applications for purchase, or further information, to be made to

J. WHITTALL, T. G. LINTHARD, Trustees of A. Heard & Co.'s Estate, 23, Queen's Road, Hongkong.

Hongkong, February 1, 1876. my1

For Sale.

BISCUIT FLOUR.

AN Excellent FOOD for INFANTS and CHILDREN.

MANUFACTURED SOLELY BY

THE HONGKONG & CHINA BAKERY CO., LIMITED.

In Tins Containing 6 lbs.

Hongkong, April 8, 1876. my8

FOR SALE.

200 Cases CLARET from BORDEAUX.

Apply to

LANDSTEIN & Co.

Hongkong, March 10, 1876.

FOR SALE.

THE whole of the Property known as

PLETOCHER'S. Situate on Marine

Lots Nos. 20 and 21, and covering an area

of 121,304 square feet.

Annual Crown Rent about \$1,900.

Taxes, 1,600.

For further information apply to

THE BORNEO CO., LIMITED.

Hongkong, April 4, 1876. ap18

FOR SALE.

THE Undermentioned valuable LAND

and BUILDINGS on Inland Lot

No. 7, situated at 46 and 48, Queen's

Road, the Property of the late Mr G. B.

FALCONER.

The TWO BLOCKS of BUILDINGS

occupying the finest position, are of the

most commodious description, with TERRACE

and ample Godowns; the Ground

Floors are of Granite, the Buildings are

known to be the most handsome and substantially

built Premises in the Colony, and are all in

perfect condition and good

order, &c.

Applications for Purchase, or further

information, to be made to

JOHN NOBLE,

46, Queen's Road.

Hongkong, March 30, 1876. ap30

Intimations.

IN CONSEQUENCE OF THE REDUC-

TION OF THE PRICE OF THE

"SHANGHAI COURIER AND

CHINA GAZETTE,"

IT WILL BE THE

CHEAPEST DAILY PAPER IN CHINA

and as a large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE

ADVANTAGE TO

ADVERTISERS

IS OBVIOUS.

NOTICE.

THE Undersigned beg respectfully to

inform the Public that they have

Established themselves as

BUTCHERS AND GENERAL

COMPRADORES,

At No. 1, Graham Street,

And are prepared to Supply Fresh and Salt

PROVISIONS and STORES; also, WINES, SPI-

RITS and ALIEN of every description.

MATTHEW & Co.

Hongkong, March 25, 1876. my6

To-day's Advertisements.

FROM LONDON, PENANG AND

SINGAPORE.

THE S. S. Naples, Captain FLINDT,

having arrived, Consignees of Cargo

are hereby informed that their Goods are

being landed at their risk by the Undersigned

into their Godowns, whence and from the Wharf or

Boats delivery may be obtained.

Cargo remaining undelivered after the

10th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents S. S. Naples.

Hongkong, April 12, 1876. ap19

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE, ADEN, SUZ, ISMAILA,

PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

BOMBAY, ST. DENIS AND PORT LOUIS.

ON THURSDAY, the 20th April,

1876, at Noon, the Company's S. S.

IRAOUADDY, Commandant GAVYAN, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

London as well as for Marseilles, and ac-

cepted in transit through Marseilles for the

principal places of Europe.

Shipping orders will be granted till noon.

Cargo will be received on board until

4 p.m., Specie and Parcels until 3 p.m.

on the 19th April, 1876. (Parcels are

not to be sent on board; they must be left

at the Agency's Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX, Acting Agent.

Hongkong, April 12, 1876. ap20

NAVAL STATION, MACAO.

ON the 18th April, 1876, at 1 o'clock p.m.,

the Gunboat CAMOENS, her Master,

Hull, &c., as already advertised, will again

be put up for Sale by Public Auction, the

bids commencing from the Upset Price

obtained at the Sale held on the 10th

Instant, viz. \$2,160.

MANOEL CESARIO PEREIRA, Secretary of Council.

Naval Station, Macao, April 11, 1876. ap18

To-day's Advertisements.

NOTICE.

THE Undermentioned Banks will close for Public Business on GOOD FRIDAY, the 14th, and EASTER MONDAY, the 17th Instant.

For the "Oriental Bank Corporation," C. MORLAND KEER, Actg. Manager.

For the "Chartered Mercantile Bank of India, London and China," H. H. NELSON, Manager.

For the "Chartered Bank of India, Australia and China," THOMAS FORREST, Actg. Manager.

For the "Comptoir d'Escompte de Paris," CHAS. DE GEIGNE, Manager.

For the "Hongkong and Shanghai Banking Corporation," T. JACKSON, Actg. Manager.

For the "National Bank of India, Ltd.," R. H. SANDHAMAN, Actg. Manager.

Hongkong, April 12, 1876. ap17

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya, on

SATURDAY,

the 15th April, 1876, at Noon,—

An Invoice of John Gosnell & Co.'s Perfumery, comprising an Assortment of Fashionable Scents in Plain and Cut

Glass Bottles—Jockey Club, Ess Bouquet, Lavender Water, Vinaigrettes, Sachets, Marking Ink, Tooth and Plate Powder, Pomade, Cosmetics, Violet Powder, Toilet Soap, &c., &c.

Also,

50 barrels Portland Cement, Cognac.

Claret, Soft Soap, Revolvers, &c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, April 12, 1876. ap15

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 17th Instant, at 2 p.m.,—

The Chinese Junk "KUM-SUN-SING," of 2,200 piculs Carrying Capacity.

J. M. GUEDES, Jr., Auctioneer.

Hongkong, April 12, 1876. ap17

SHIPPING.

ARRIVALS.

April 11, Glory, Siamese barque, 449, T. T. Witt, Bangkok March 12, Rice and Teakwood.—CHINESE.

April 12, Yarra, British barque, 463, Orfeu, Keelung April 5, Coal.—ORDER.

April 12, Mecca, British steamer, 687, Johnson, Cooktown March 25, Ballast.—HOR KEE.

April 12, Pernambuco, British steamer, 646, W. Hyde, Saigon April 7, Rice.—LANDSTEIN & Co.

April 12, Naples, British steamer, 1426, J. T. Flindt, London Feb. 18, via ports of call, and Singapore April 6, General.—JARVINE, MATHESON & Co.

April 12, City of Exeter, British steamer, 787, Gorley, Saigon April 6, Rice.—HOR KEE.

DEPARTURES.

April 12, Kwangtung, for Swatow, &c. 12, Cheops, for Saigon.

12, Orpheus, for Yokohama.

12, Colombo, for Honolulu.

GOING, for Amoy.

Pallas, for Whampoa.

Montego, for Newchwang.

Garibaldi, for Portland (Oregon).

CLEARED.

ARRIVED.—Per Glory, 5 Chinese.

Per Mecca, 80 Chinese.

Per Pernambuco, 81 Chinese.

Per Naples, from London, Mr Pynn, Sr. and Mr Pynn, Jr.; from Singapore, 139 Chinese.

Per City of Exeter, 40 Chinese, from Cooktown.

DEPART.—Per Cheops, 1 Chinese.

To DEPART.—Per Geelong, for Galle, Mr H. P. Mootoo, 1 woman and 4 children.

For Southampton, Mr and Mrs Lockyer and 2 children, Mrs Wadman, Mrs Cutts and child and ayah, Messrs J. Woodhead, and D. W. Jones. For Brindisi, Mr J. G. Hodgson. For Venice, Mr R. Dawson.

SHIPPING REPORTS.

The Siamese barque Glory reports: Light winds and calm with fine weather throughout the passage.

The British barque Yarra reports: Light variable winds and rain throughout.

The British steamer Mecca reports: Light winds and fine weather throughout. Passed the Brisbane off Cape Flattery.

The British steamer Pernambuco reports: Light winds and fine weather until the last 18 hours when experienced fresh N.E. winds and heavy weather. On 7th passed French mail str. Hoogly, on 8th the Glamis Castle arrived at 5 a.m. this morning.

The British steamer Naples reports: had equally and thick weather the whole way from Singapore. Passed the Diana, bound for Hongkong from Kurrachee, on the 8th.

The British str. City of Exeter reports: fine weather throughout the passage until last night when had thick weather. Passed the MacGregor on Monday at 11 a.m. bound South.

CARGOES.

Per Geelong, for London, 320 bales Raw Silk, 30 bales Pongee Silk, 7 bales Waste Silk, 160 bales Wool, and 1,893 boxes Tea.

For Canton, 175 bales Raw Silk and 4 bales Waste Silk.

Per Cheops, for Saigon, \$86,000 Treasures.

POST

SUPPLEMENT
TO THE
C H I N A M A I L .

HONGKONG, WEDNESDAY, 12TH APRIL, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

<i>Vessel's Name.</i>	<i>Anchor- age.</i>	<i>Captain.</i>	<i>Flag and Reg.</i>	<i>Tons.</i>	<i>Date of Arrival.</i>	<i>Consignees or Agents.</i>	<i>Destination.</i>	<i>Remarks.</i>
Steamers								
Abbotsford	5 h	Patterson	Brit. str.	649	April 9	Jardine, Matheson & Co.		
Argyll	5 c	Scott	Brit. str.	1271	April 4	Jardine, Matheson & Co.	S'apore and Calcutta	15th, 3 p m.
Asia	4 k	Pateau	Fch. str.	883	April 11	Siemssen & Co.		
Bombay	4 k	Smith	Brit. str.	1327	April 11	P. & O. S. N. Co.	Yokohama	With Mails
Bowen	4 c	Park	Brit. str.	844	April 10	Gibb, Livingston & Co.	Australia	about 20th
Cawdor Castle	4 c	Craig	Brit. str.	1496	April 8	Adamson, Bell & Co.	Saigon	
Colorado	3 h	Connolly	Amer. str.	3727	April 6	P. M. S. S. Co.	Y'hama & S. F'cisco	With Mails
Danube	2 h	Clanchy	Brit. str.	561	April 4	Yuen Fat Hong	Bangkok	
Feronia	4 c	Schultze	Ger. str.	1085	April 8	Wm. Pustau & Co.	Saigon	
Fyen	2 h	Torm	Dan. str.	909	April 10	Yuen Fat Hong	Bangkok	
Geelong	2 h	Fraser	Brit. str.	1125	April 10	P. & O. S. N. Co.	Bombay, &c.	To-morrow
Gunga	3 c	Garceau	Fch. str.	799	April 10	Remedios & Co.	Amoy	
Hindustan	5 h	Gardner	Brit. str.	991	April 4	David Sassoon, Sons & Co.	S'apore and Calcutta	15th, 3 p m.
Oxfordshire	8 h	Jones	Brit. str.	1223	April 11	Jardine, Matheson & Co.		
Pawtuxet	4 k	.....	Amer. str.	280	June 18	Aug. Heard & Co.		Laid up
Penedo	5 c	Cain	Brit. str.	652	April 9	Molchers & Co.	Saigon	
Quang-se	5 c	Jones	Brit. str.	1778	April 3	Jardine, Matheson & Co.	San Francisco	17th, 3 p m.
Thingvalla	...	Mourier	Dan. str.	1577	April 2	Wm. Pustau & Co.	Saigon	Coast Dock
Tibre	4 k	Girard	Fch. str.	1096	April 7	Messageries Maritimes	Yokohama	
Viking	5 c	Castle	Brit. str.	1640	April 11	Gibb, Livingston & Co	Shanghai	
Yottung	2 h	.....	Brit. str.	324	June 9	Kwok Acheong		Repairing
Sailing Vessels								
Alden Bessie	4 k	Noyes	Amer. bk.	842	Mar. 10	Rozario & Co.	Honolulu & S. F'co	
Anna Bella	6 c	Stephen	Brit. bk.	334	Mar. 31	Borneo Company		
Annie Gray	4 c	Moore	Brit. sh.	727	Mar. 9	Rozario & Co.	Vancouver's Island	
Bonito	3 c	Wesenberg	Ger. bk.	542	Mar. 30	Siemssen & Co.		
Hua Cao	2 h	Lange	Siam. bk.	340	Mar. 7	Chinese		
Charter Oak	4 c	Smith	Amer. sh.	963	Nov. 11	Vogel, Hagedorn & Co.	New York	
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan. 8	Order		Repairing
Christian	4 k	Stehr	Ger. sch.	280	April 2	Eduard Schellhass & Co.	Haiphong	
Dora	4 k	Luzaruga	Span. bg.	341	April 8	Captain		
Edward James	4 c	Forbes	Amer. bk.	529	Mar. 16	Rozario & Co.	Portland (Oregon)	
F. H. Drews	5 k	Vorsatz	Ger. bk.	630	Mar. 28	Wm. Pustau & Co.	Saigon	
Fanny	8 c	Rousal	Fch. sh.	1138	Mar. 8	Landstein & Co.	Cebu	
Forward	3 c	Strachan	Brit. bk.	748	Mar. 8	Rozario & Co.	Vancouver's Island	
Franz	7 c	Hildebrandt	Brit. sch.	148	Dec. 18	Frazar & Co.	Australia	
Garibaldi	4 h	Noyes	Amer. bk.	670	Dec. 17	Rozario & Co.	Portland (Oregon)	
Ino	1 k	Bannau	Ger. bk.	353	April 4	Siemssen & Co.	Tientsin	
James Vincombe	...	McPherson	Brit. sh.	638	Feb. 6	Borneo Company	Takao	Coast Dock
John Sverdrop	7 k	Pedersen	Norw. bg.	182	April 6	Frazar & Co	Bangkok	
Jonathan Chase	4 c	Curtis	Amer. bk.	693	Mar. 20	Vogel, Hagedorn & Co.	San Francisco	
Louise Marie	4 k	Laine	Fch. bk.	553	April 8	Landstein & Co.	Whampoa & Chefoo	
Manila II.	4 k	Gunner	Ger. bk.	515	April 4	Siemssen & Co.	Bangkok	
Margarite	7 h	Owens	Brit. sh.	864	Mar. 17	Vogel, Hagedorn & Co.	San Francisco	
Marion	3 c	Hoves	Amer. sch.	366	April 11	Arnhold, Karberg & Co.	Tientsin	
Marquis of Argyll	2 k	McKean	Brit. bk.	500	April 10	Chinese		
Mary Whitridge	3 c	Cutler	Amer. sh.	862	Mar. 16	Russell & Co.	San Francisco	
Minna	4 k	Tohren	Ger. bk.	456	April 4	Wm. Pustau & Co.	Keelung	
Montego	4 k	Griffiths	Brit. bk.	316	Mar. 26	Eduard Schellhass & Co.	Newchwang	
Nicoline	4 c	Ahlmann	Ger. bk.	320	Feb. 14	Arnhold, Karberg & Co.	Hamburg	
Nightingale	3 c	Palmer	Amer. sh.	722	Mar. 17	Russell & Co.	San Francisco	
Noemi	8 k	Aucum	Fch. bk.	347	Mar. 28	Carlowitz & Co.	Manila	
Notre Dame Auxiliatrice	7 h	Jagoret	Fch. bk.	790	Mar. 31	Captain		
Pallas	2 h	Ballehr	Ger. bk.	421	Mar. 25	Siemssen & Co.	Tientsin	
Shalimar	3 k	Götter	Brit. sh.	1596	Mar. 30	Russell & Co.	San Francisco	
Sydenham	4 c	Bristow	Brit. sh.	1062	Feb. 26	Vogel, Hagedorn & Co.	San Francisco	
Villa de Rivadavia	4 c	Camus	Span. bg.	261	Mar. 17	Brandao & Co.	Manila	
Wealthy Pendleton	2 c	Blanchard	Amer. bk.	809	Mar. 30	Captain		
Wm. Phillips	7 c	Heley	Amer. sch.	593	Mar. 10	Eduard Schellhass & Co.	Bangkok	
WHAMPOA								
Haze		Wilkinson	Amer. sh.	664	Mar. 2	Vogel, Hagedorn & Co.	New York	
Irene		Hansen	Ger. sch.	276	Mar. 28	Carlowitz & Co.	Tientsin	
CANTON								
Amoy		Drewes	Brit. str.	814	April 12	Siemssen & Co.	Shanghai	
China		Hennings	Ger. str.	648	April 10	Siemssen & Co.	Shanghai	
Yungching		Gibbon	Chi. str.	661	April 4	O. M. S. N. Co.		

Men-of-war in Hongkong Harbour.

<i>Vessel's Name.</i>	<i>Anchor- age.</i>	<i>Flag.</i>	<i>Class.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H. P.</i>	<i>Date of Arrival.</i>	<i>Commander.</i>
Ashuelot	6 h	American	corvette	1100	6	700	Mar. 31	E. O. Matthews
Atalante	5 c	French	iron-clad (flag-ship)	3600	12	410	April 8	Caillet
Audacious	6 h	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Chento	6 h	Chinese	gunboat	431	7	270	April 10	Geo. Robertson
Cyclop	6 h	German	gunboat	360	6	80	April 10	Von Reiche
Flamer	4 k	British	aux. naval hospital	.....	.....	.....	.....	D. M. Insp. Gen. Morgan
Frolic	6 h	British	gun vessel	462	4	100	.....	C. E. Buckle
Hertha	7 c	German	corvette	2200	19	400	Mar. 31	Thurr
Immortalité	7 c	British	frigate	3059	26	600	April 7	Francis A. Hume
Kestrel	6 h	British	gun vessel	462	4	100	Mar. 15	C. B. Theobald
Laclocheterie	6 k	French	corvette	1710	10	480	April 5	Riennier
Meeanee	6 k	British	military hospital	2591	.....	.....	.....	Capt. Becker
Narcissus	6 c	British	frigate	3548	26	400	April 7	Lord Chas. Scott
Newcastle	6 c	British	frigate	3035	32	600	April 7	R. Gordon Douglas
Palos	6 c	American	gunboat	306	.....	.....	Mar. 28	W. R. Bridgeman
Thistle	6 h	British	gun vessel	464	.....	.....	Feb. 27	Francis Stirling
Topaze	7 c	British	frigate	2659	28	600	April 7	Arthur T. Thrupp
Victor Emanuel	6 h	British	Commodore's flag ship	3087	2	.....	.....	Commodore Parish
Vigilant	7 h	British	despatch vessel	650	2	250	Mar. 25	H. C. D. Ryder
Yantic	6 h	American	gunboat	410	3	288	April 9	R. S. McCook

FOOCHOW SHIPPING IN PORT.

April 1, 1876.

Chun Sheng	British steamer
Europe	for Shanghai
Fu Sheng	British steamer
Midge	British gunboat
Wagrien	for Newchwang
*Yesso	for Hongkong

Fusiyama

*Geelong
Hochung
Honan
Hirado
Howsang
Hupei
Iraouaddy
Mongolia
Nestor
Orissa
Shingking
Sin Nanzing
Szechuen
Tokoi Maru
Tunsin

American
British
Chinese
American
British
Chinese
American
French
British
British
American
British
American
Japanese
British

MERCHANT SAILING VESSELS.

Ariel	British barque
Auguste Reimers	German schooner
Ceres	British barque
Ellen Browne	British barque
Elliotts	British brig
Freetrader	British schooner
Madame Demorest	British barque
Panama	German barque
Parana	French brig
Windhover	British ship

MEN-OF-WAR.

*La Clocheterie	French corvette
Monocacy	American corvette
Surprise	French gunboat
Thalia	French corvette
Yang Woo	Chinese

SHANGHAI SHIPPING IN HARBOUR.

April 7, 1876.

MERCHANT STEAMERS.

Aden	Chinese
*Amoy	British
Fire Queen	American
Formosa	British

* Since left port, or arrived at Hongkong.

concile.—Commenting on the Anti-opium deputation, it says there is now no chance of the opium traffic being immediately abolished, and the Chinese Government has been very indifferent to the subject. This looks as if China is more anxious to keep the trade than England.

The *Universal Circulating Herald* reproduces from the *Shanghai* the communication which the Taotai of Shanghai addressed to Mr. Medhurst, H.B.M. Consul there, on the subject of the Woosung railway.

LOCAL AND GENERAL.

The Superintendent of the Great Northern Telegraph Company informs us that, the following Service Telegram from Shanghai was received here this morning:—"Russian land-lines in order, and communication re-established."

A PASSENGER boat No. 1,769, was picked up by the Water Police this afternoon near the Police Hulk. She had apparently been run down near Yau-mah-tee and drifted into midstream, where she was seen and towed to the Police Hulk, under the supervision of Inspector Grimes.

An Inquest was held on the body of a woman named Chan Achow who took opium in consequence of a quarrel with her husband. Mr. Russell was coroner and the jury comprised Messrs J. M. O. Lima, H. C. and Oxley. The inquest was adjourned until the 15th at 3.30 p.m.

We have to acknowledge a communication from Canton, enclosing copy of the farewell address presented to Dr. Kerr, on the occasion of his return to America. It bears the signatures of, we believe, nearly every member of the Canton community, and must have been very gratifying to the worthy Doctor, who leaves by the *Colorado* on the 15th.

The presence of so many men-of-war in the harbour is causing considerable trouble to the Police, owing to the large number of men who have obtained leave to come ashore. Some thirty blue-jackets went into a restaurant kept by a Chinaman near the Liverpool Arms public house and had some food there. They complained of the quality of the food, and one of them called out "down with the house." The cry was caught up by the whole party and down came the house, for they smashed up everything in it. A report was made to the Station and Capt. Deane headed a strong party of Police and proceeded to the scene. After considerable trouble the Police succeeded in arresting some 17 or 18 of them. Some of the "tars" were evidently mad with drink, and one was so violent that he had to be put in stocks while in the cell.

The *Cooktown Courier* of 22nd March has the following:—

The *Meca*, one of Messrs Hop Kee's new line of steamers, left Hongkong on the 29th February, with an E.S.E. wind, and considerable sea, which continued to Northumberland Straits. Passed through the Philippines and Basilian Straits, with favorable winds and fine weather to Dooby Island, which was reached on the 14th inst. From thence to Cape Direction, a bright, clear atmosphere and smooth sea, varied, however, with occasional squalls. The weather from this to Cooktown was very bad, heavy blinding rain, high sea, with a thick atmosphere predominating. Captain Johnson also reports that he passed the *City of Exeter*, at anchor under Hannibal Island, on the night of the 10th inst.; boarded her, and found that she had been on shore on a spur of M. reef, on the west side, but was kedged off without damage. The beacon being down exactly off this reef was stated to be the cause of the *City* coming to temporary grief. Passed the *Admiral* at 4 p.m. on the 15th, off Wentworth Bay, steering north. Captain Johnson further reports that in addition to the beacon on M. reef being down, those on the north-west end of E. reef, and on the reef in Princess Charlotte's Bay are also missing.

Saigon.

THE "PELICAN" TRAGEDY.

The *Independant de Saigon* of April 1st gives the following account of the late murders on board the little *Pelican*:—

A terrible tragedy was enacted on board the steamer *Pelican*, on the night of the 24th or 25th March, between Mytho and Vinlong. The *Pelican*, as is well known, makes regular voyages between Cholon and Phumpeh, and belongs to a rich Chinese firm at Cholon. We give all the information we have obtained regarding this daring crime, which is without precedent in this part of the world.

On the morning of the 24th March, the *Pelican* left Cholon, with ten of a crew, and twenty passengers, all Chinese. All went well until about midnight, having passed

Mytho, when five of the Chinese passengers, armed with hatchets and knives, at a given signal, precipitated themselves on the man at the helm, knocked him down and threw him into the water. They then rushed aft into the cabin, and murdered the steward and a rich Chinese merchant of Sadeo who was sleeping there. It is said that one of the firemen had conspired with the pirates, and killed the first fireman, who was then on watch in the engine-room; and this appears likely enough, considering that the mutineers could not have directed the engines without the aid of the second engineers or stokers. These wretches then attacked the crew and the peaceable passengers who were asleep on the bridge; ten of whom, after they were wounded, jumped overboard and may have gained the shore. There were about \$20,000 or \$25,000 on board, in silver and gold-leaf. The pirates subsequently plundered the vessel and scuttled her, at the mouth of the River Mytho, so that they must have landed and escaped. The funnel of the *Pelican* can be seen at low water. Two bodies have since been found in the river, one of which has been recognized as that of the Chinese merchant of Sadeo, while the second, which is headless, cannot be recognised; and nothing is yet known of the fate of the thirteen who are missing. We have never heard to record so terrible and daring a crime. The bandits who committed the crime must be determined men, who have been previously engaged in similar deeds, and they seem to have succeeded in this bold scheme only too well.

As soon as the Government learnt the news of the murders, three gunboats were despatched in pursuit of the pirates; and as the latter have most likely hidden themselves and their booty in the swamps or brushwood near the place where the *Pelican* is scuttled, they are almost certain to be captured. Efforts are now being made to raise the *Pelican*, the owners of which have offered a large reward for information which will lead to the arrest of the culprits, or, better still, to the inhabitants of any village who may arrest one or more of the bandits.

We have just learnt that three of the thirteen Chinese have been found, reducing the number of those missing to ten. It is to be feared that these poor creatures must have been killed or drowned. A reward of \$500 is offered by the owner of the steamer for the arrest of the murderers, of whom there were only four, not five as previously stated.

Police Intelligence.

(Before James Russell, Esq.)

April 12, 1876.

THE TABLES TURNED. Wong Ahung, a hawker, appeared to charge one Hedden, a seaman on board H.M.S. *Newcastle*, with passing a counterfeit dollar on him, but it turned out, on investigation, that instead of the seaman passing it on him, he passed it on the seaman, trying to get him to change the dollar which he had never tendered. The Magistrate convicted him of bringing a false charge and fined him \$50, in default three months' hard labour. He was also to be exposed for one hour in the stocks.

NUISANCE.

The Government scavenger was again hauled up for allowing rubbish in the dust-bin boats to be raked. Fined \$10.

ROBBERY ON BOARD.

Cheong Ayeo and Cheong Achin were charged with stealing a box from a Chinese passenger who intended to take passage in the *Kowloon* for Foochow. The complainant, Lee Ah Ng, accountant in the *Loong Shing Hong*, Foochow, was on board last evening, with his luggage. He found that his box was stolen and one of the defendants was in custody, while the other made away by cutting off his queue. In doing so he cut the hand of a seaman on board named Kamedeen, who had him in custody. He was afterwards caught by a policeman after a long pursuit. The case was remanded till the 20th inst. on the application of Inspector Halloran, as the steamer had gone away this morning.

CORRESPONDENCE.

DISEASED MEAT.

To the Editor of the "CHINA MAIL."

Hongkong, April 12, 1876. Sir,—"Qui donne tel donne deux fois," and "Carpe diem," are trite sayings, and may now be repeated with some advantage. Many months ago the Government promised to provide some shelter for the cattle. Mr. Granville Sharp's very useful efforts show how much such shelter is urgently needed.

Meanwhile why not compel the cattle-owners to house the poor beasts themselves? Your obedient Servant,

COMMON SENSE.

THE WOOSUNG TRAMWAY.

The Taotai Feng has, as we have already stated, taken objection to the construction of the Tramway at Woosung. We give below our translation of the despatch sent by Feng to Mr. Medhurst, H.B.M.'s Consul, on the subject.

It sets forth that, inasmuch as the Taotai's previous request for a suspension of the work has not been complied with, he writes again to the Consul setting forth minutely the grounds of his objection. He begs the Consul to stop at once the further progress of the work and to await instructions from Peking. The grounds set forth are these:—"The construction of the railway between Woosung and Shanghai is against the wish of the Chinese Government, and is a direct insult to that Government on the part of the foreigners. That throughout all the countries in the world, the power of building roads &c. is reserved to the Government, and in no instance have railways been allowed to be built in one country by the people of another against its will; even in Japan, the railway there, though built with money borrowed from the foreigners, are under the direction of her Government [sic] she is free to act as she likes.] If China now allows the people of another country to build roads within her territory, she will not only be laughed at by other countries, but it establishes a bad precedent for the future."

That according to the laws of England and America, the making of any railway which interferes with the property in the neighbourhood, or with any public road or water course, cannot be carried out without the sanction of the legislature. That when an alien buys land or houses property, he must conform to the law of the country, unless it is otherwise provided for in the Treaty. That there is nothing in the Treaty that China made with England which sanctions the purchase of land in the interior by aliens to build railways, nor anything in it which sanctions the building of a railway now building is causing much obstruction and damage to public and private roads, while the water courses have already suffered great injury from it, and great inconvenience has been caused to the houses in the neighbourhood. That the erection of the bridge along the road has interfered with the shipping traffic. That so far back as the 11th year of Tung Chi (1872) representations had been made by two Consuls to the Taotai of Shanghai, asking on behalf of some foreigners for permission to buy land; they knew then that if they had not the sanction of the local authorities, they could not even construct ordinary roads; how much more, then, is permission necessary for the construction of railroads? That when permission was granted by the late Taotai to purchase, it was only intended that there should be an ordinary road. That on the 24th April 1875, when the late Taotai granted the permission to purchase in his communication of that date, there was nothing in it which could be construed into a concession of additional rights or privileges, the Taotai had, moreover, refused to accede to the proposition of a toll tax being levied. That when the application was made in any way clearly to the Chinese officials what use the purchasers were going to make of the land, it had been known to them that the purchasers were to run a railroad, the Chinese officials would never have consented to the purchase of the land. That in the communication of Consuls 阿 and 伯 (Alabaster and Bradford) the object therein stated was to make an ordinary road, therefore the late Taotai granted the lease; but if it were converted into a railroad now, it would be in violation of the original object stated in the communication. Consistently all the leases and proclamations issued on the project of road-building issued by the late Taotai, will be regarded as waste paper. That inasmuch as the project proposed is one that cannot be permitted in any other country, unless the sanction of the local authorities has been obtained, the writer must object to the scheme because permission had not been granted by the late Taotai, and any assumption of right must therefore be regarded as pretension. As to the application by the Consuls for an exemption of duty on the material of the railroad, the communication only stated that the material was intended for the building of a carriage road, and nothing was said about a "steam-engine road." The writer had then refused the application. As to the leases sent to him for the purpose of being stamped, he refused also to seal them. Many of the leases belonging to the company not having been stamped, how can the company claim the ground to be theirs? The writer has objected to the progress of the work, but he has only done so by peaceful means and on principles of right; he has never used violence or force to obstruct the work. That to sum up his objections, the writer would point out to H. B. M. Consul, particularly to the U. S. Consul, that according to the subsequent convention made by China with Poo An Son (Anson Burlingame), article No. 8, it is stipulated that in the construction of railroads, the right is reserved to the Emperor of China. Now the Emperor of China has never issued any edict in the matter of constructing railroads. If the Consul persists as before in assisting the Company to carry out the scheme, he commits a breach of international law, as well as of treaty obligations. To assist in understanding and a deceptive concern causes injury to the Chinese Government and to its people. Such pertinaciousness is clearly detrimental to China in her friendly intercourse with the treaty Powers. That article 39 of the English Treaty provides that in the shipment and discharge of goods, a permit must be obtained from the Superintendent of Customs, any breach of this provision renders the goods liable to confiscation. Article 46 says "the Chinese authorities at each port shall adopt the means they may judge most proper to prevent the revenue suffering from fraud or smuggling." Then clause 6 of the Articles of Trade prescribes the limit within which goods can be landed and shipped as specified by the Hakwan. By virtue of this power the Hakwan has fixed the limit to be from the new Dock to the Temple of the Goddess of Heaven, and merchant vessels can alone ship or discharge cargo within this limit. Therefore Woosung is no place to ship or discharge goods. Woosung, moreover, is a sea-beach, which is very essential to the people. Arable ground is held in very great importance in China, and the people are, under no circumstances, allowed to sell Government ground to others to build houses or warehouses. Now what is the object of the foreigners who wish to run a train from Woosung to Shanghai? Woosung not being a place where goods can be landed or loaded, the writer has only to arrest the offenders and to fine them. Such being the case of the railroad, that the Foreign settlement extends from Yangking-pang to Hongkong, and within this limit are the French, English and American Concessions. That Woosung is in the district of Paoshan and does not come within the precinct of the treaty port (of Shanghai). The treaties made with the different countries only stipulate a port open to trade, and there is nothing about Paoshan district being a treaty port also. The writer would like to know in what concession did the proposed route of the railroad come. That the writer thinks the object of the foreigners in constructing this railway is to show the Chinese what a railroad is, thereby to such thing in China, but if China wants railways, she can construct them herself and she does not require the foreigners to do the initiative; for instance, the foreigners have steamers and guns &c., and she has adopted every one of the inventions. Moreover, if foreigners want to build railroads, they will have to go to a great expense to buy land, whereas if China constructs them on her own account, she has nothing to pay for the land. That the writer is not in a position to say for one and difficult for the other is clear, and if the foreigners

wish to make money out of the project is it not an impossibility? If there is nothing to gain why then do they do it? The writer wishes to know the object of the projectors, and begs of the Consul to stop immediately the further progress of the work until instructions can be received from the British Minister at Peking and the Taung-II Yamen, and he has no doubt that satisfactory arrangements will be made there. But if no attention is paid to this request, the writer will communicate the fact to all the treaty Consuls and publish it in the newspapers, so that officials and people alike, throughout the world, will know of it. The Consul addressed, being the chief of the treaty Consuls and having been so long in China, knows no doubt fully the exact state of things in Chinese and foreign relations, and understands how to encourage friendly intercourse. In this matter, the writer relies entirely on the Consul for the maintenance of the existing friendly relations, and if the Consul can satisfactorily arrange the affair so as to stop the further progress of the work and to save a rupture, the people in the whole world will be indebted to him and especially will the writer be grateful to him.

Japan.

The Government has had the courage to issue a notification forbidding the wearing of swords by others than the military and police. The following is the text:—

"After this date, all others than the military, police, and other officers in uniform as prescribed, must cease to wear swords. Any one failing to conform to the foregoing, will have their swords confiscated."—M.iji 9th year, 3rd month, 28th day.—Sanzo SAN'YOSHII, *Daijo Daijin*.

Commenting upon this, the *Nichi Nichi Shinbun* says:—"Heretofore, it is that person have worn swords and knives at their own pleasure, but now that such practice is prohibited, we of the people, when out at night, or travelling in the interior, will be without fear and in all tranquillity.—The same paper hears it rumoured that Tsuruga will probably soon be added to the ports opened to foreign trade. It adds that a railway will most probably be made to connect it with Kioto, and that surveys are already being made with that intention."

(Japan Mail.)

The Government has felt its power so sensibly increased by the success attending the Korean negotiations that the Prime Minister has issued a proclamation forbidding the practice of wearing swords, except when in court dress, to naval and military officers and policemen. About four years ago all that the Government felt itself strong enough to do in regard to this matter was to grant a permission to the two-sworded class to give up the practice of wearing swords. The proclamation to this effect, the issue of which had been much pressed on the Government by the Foreign Representatives in consequence of many dangerous attacks made from time to time upon foreigners, had a good influence. It put authority on the side of the change, and as the practice was supposed to be out of harmony with the words "civilization and enlightenment"—at that time in every one's mouth—thousands laid aside the hitherto cherished insignia of their birth or rank and abandoned for ever all idea of resuming them. The public feeling coincided with the change, and of late years the number of men to be seen carrying swords has been very small. The proclamation of this week is the death-blow of the practice and marks another step in the progress of the country. Many European authors have pointed out the vast social effects produced upon our civilization by the invention of gunpowder—Buckle especially has devoted a most interesting section of one of his chapters to this subject. It may be hoped that the future history of Japan will have similar reason to celebrate the effect of this proclamation, which is calculated to produce the same results upon society in this country as the invention referred to produced in Europe. Considering all that proclamation involves, it tells, in terms admitting of no possible dispute, of a revolution more rapid and thorough than any of which history speaks. It shows also that the forces which have produced and been produced by this revolution, are under control.

There appears to be some dissatisfaction in the capital that no mention has been made by the Prime Minister of any apology given by the Koreans for the Kokyu outrage. The *Nichi Nichi Shinbun* contains an article on the subject which has the appearance of being inspired from official sources, and argues that it would show greater consideration and generosity on the part of Japan to suppress the apology than to publish it. The question is a nice one. The object of Japan certainly is to let bygones be bygones, and begin an era of friendship and commercial relations. Corea seems disposed to accept the same view, though with no great heartiness, for she has little more than a glimmer of what trade means. But the Japanese think that when an apology has been received, honour should be satisfied, and publication of it is a needless act of bragadocio on one side and an unnecessary humiliation to the other. Under all the circumstances of the case, and in view of a desire on both sides to efface all unpleasant recollections and begin again as friends, we rather side with those who would suppress the apology. But the country should certainly be informed under the Prime Minister's signature that such an apology has been received. It has a right to demand this, and it is bad policy to disappoint or build the healthy spirit of a nation. The feeling of chivalry or expediency which dictates the suppression of a document of this kind is worthy of respect. But if it exists—and a public notification to that effect from the Prime Minister would not permit a doubt to remain that this was the case—the nation should be told so, and be satisfied with the assurance. The Japanese have—quite rightly—asked for indemnity. They satisfied themselves with knocking the offending fort about the ears of the garrison, and have since imposed their terms on the Koreans, who seem to have led with true oriental readiness when asked why they committed the outrage. People who behave like this must not expect any extreme consideration to their sensibilities. On the whole they have come off well and got off easily. But it is idle to coo over a nation so dirty, so inhospitable and mendacious in the delusion that it has any business with self-respect.

We observe that the proprietor of the late *Banroku Shinbun* has undertaken to enlighten the public as to the causes which led to the abrupt close of its career by publishing his correspondence on the subject with H. B. M. Vice-Consul, at Yedo. We have not now space to enter upon a discussion of the merits of this case; it has doubtless received every consideration at the hands of the Vice-Consul to whom the appeal, for redress was submitted. But we must protest against the unusual course adopted in making this correspondence public, which, whether with the view of arousing sympathy or with other purpose, is in the last degree improper and indecorous. Nor can it be said that its statements are altogether indisputable, the allegation that Mr. Black has "experienced incalculable damage by these acts of the Japanese Government" being assuredly open to serious question.

The *Hochi Shinbun* says that the Korean Envoy, Kuroda and Inouye will be entertained by His Majesty at the Imperial Palace on an early day. The chief officials of state will also be present.

We learn from the *Hochi* that it has been determined to connect the Hiwa Lake with the Kanagawa by a canal. It is not stated at what time the work will be begun.

The epidemic which has been ravaging the flocks of horned cattle of late is now receiving the watchful attention of the authorities, who hope to check its further dissemination. The *Hochi Shinbun* reports the slaughter of three animals attacked with the disease in Yedo a few days since, which were subsequently buried. We understand the disease to have originated among the foreign or half-bred herds.

Hitherto the native newspaper have for the most part abstained from publishing on the *ichi-roku* days. The new arrangement under which Sunday becomes a legal holiday, and the *ichi-roku* is abolished, has decided the greater number of newspaper proprietors to observe it as a close day on and after the 1st April.

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COMMERCIAL.

Hongkong, April 12, 1876.

The only circumstance that calls for notice, in connection with the market for Bengal Opium during the past fortnight, is the receipt of the first instalment of new drug. A moderate quantity of new Patna has come forward, and is pronounced to be of equal standard with that of the old drug, but of heavier weight. The call for both New and Old Patna has not been characterized with any brilliancy during the fortnight; notwithstanding, considering the late continued inclemency of the weather, a fair amount of business in both kinds jointly has been done; and with a greater willingness on the part of the importers to realise, at the close, the rate has slightly receded. Present quotations are \$620 for New, and \$615 for Old.

But a handful quantity of New Benares having been imported, and the greater portion of it exported, nothing has been done in it, and its high cost appears not to meet the views of the native dealers. The asking rate is \$620. For Old a small demand has existed, and it stands to-day at \$585. The receipts for the month, so far, comprise 3,006 chests, against 2,676 chests to the corresponding date last year. During the fortnight some 600 chests have passed into the hands of the local consumers, against 700 chests at the corresponding fortnight last year. This, with the exportations, leaves a stock computed at 2,400 chests, against 1,850 chests same time last year. Of this last quantity 600 chests were Benares, of which kind the present stock consists of 600 chests.

MESSRS REINEMAN & Co.'s Freight Circular, for the Mail of Thursday, 18th April, says:—

A moderate business has been transacted in the market since the issue of last Report. Rates homewards are firm, while coasting freights show some improvement. "Homewards," a fair demand, has existed for tonnage, but few settlements have been effected, owing to the absence of suitable vessels. There is still some enquiry both from the Philippines and China Ports at late rates.

Coastwise, a good demand sprang up early in the fortnight for steamers to load at Bangkok, while Saigon was quite neglected, owing to the difficulty in getting Rice, but during the last few days there has been an active enquiry for steamers to load at that port for Hongkong and freights are firm. In Northern Charters very little has been done, but rates are slightly better owing to the small number of ships available.

The British ship *Northampton*, 1,161 tons left for Manila, "seeking," under orders from home.

The disengaged tonnage per port amounts to 6 vessels, registering 8,216 tons.

The following are the settlements:—British barque Eleanor, 433 tons, Takao (Formosa) to London, £2 15s. per ton of 20 wts., 20 day days.

British ship Channel Queen, 609 tons, Swatow and Hongkong to London, £2,000, in full.

French ship Fanny, 1138 tons, Cebu to London or Liverpool, private.

French barque Noemi, 847 tons, Manila to London or a port on the Continent, private.

French barque Louise Marie, 383 tons, Whampoa to Cheloo and back to Hongkong via Newchwang, 39 cents per picul, 35 day days.

German barque Minna, 456 tons, Koolung to Hongkong, \$2 per ton of 20 wts., 15 day days.

German sch. Christian, 280 tons, to Haiphong and back, \$2 150 in full, 30 day days.

German barque Johann Smith, 434 tons, Takao to Yokohama and back to Hongkong via Newchwang, 62½ cents per picul, 35 day days.

British steamer Killarney, 1060 tons, to Singapore and Penang, \$5,000 in full.

British steamer Killarney, 1060 tons, Bangkok to Hongkong, (inside the Bar) 36 cents per picul, (outside the Bar) 31 cents per picul, 14 day days.

British steamer Macgregor, 1413 tons, Bangkok to Hongkong, (outside the Bar) 30 cents per picul, 16 day days.

German barque Manila II, 518 tons, Bangkok to Hongkong, (inside the Bar) 23 cents per picul, (outside the Bar) 23 cents per picul, 30 day days.

Nor. brig. Johan Sverdrop, 182 tons, Bangkok to Hongkong, (inside the Bar) 30 cents per picul, 25 day days.

German barque F. H. Drews, 630 tons, Saigon to Hongkong, 18 cents per picul, 25 day days.

British steamer Cheops, 984 tons, Saigon to Hongkong, 21½ cents per picul, 10 day days.

German steamer Beronia, 1034 tons, Saigon to Hongkong, 21 cents per picul, 8 day days.

British steamer Bremen Castle, 1425

tons, Saigon to Hongkong, 21 cents per picul, 12 day days.

Neth. steamer Stad Amsterdam, 1738 tons, Saigon to Hongkong, 20 cents per picul, 13 day days.

German steamer Cassandra, 1087 tons, Swatow to Singapore (Passengers), \$8½ per head, 10 day days.

British steamer Maharajah, 994 tons, Swatow to Singapore (Passengers), \$8½ per head.

British steamer Arratoon Apar, 959 tons, Swatow to Singapore (Passengers), \$8½ per head.

British steamer Rajah, 850 tons, Monthly Charter, 3 months, \$3,800 per month.

MESSRS DEACON & Co.'s Canton Market Report, dated 11th April, says:—

In our last circular we reported a few shipments of New Season's Congou, and we have now to advise a more general, though a small, business in these teas. Settlements on this market have been very trifling, the greater portion of the undermentioned shipments having been sent from Macao. Transactions at both places together do not reach 5,000 Boxes; prices have ruled from Tls. 19 s 26 on comparing the present crop with last season's yield, we consider it decidedly inferior both in leaf and cup, the crop having evidently suffered materially from the late heavy rains. So far as it appears at present there will be a great scarcity of good teas, and the total supply of the first crop will be considerably smaller than that of last year. Small quantities of Caper and Orange Pekoe last have arrived, but Teas have not yet commenced buying. There will probably be no scolding flower ready for about four or five weeks.

The shipments of New Season's Congou to date are:—

9th March S.S. <i>Peiho</i> ,.....	1,040 lbs.
23rd " " <i>Tyre</i> ,.....	4,420 "
24th " " <i>Diomed</i> ,.....	12,157 "
30th " " <i>Tesora</i> ,.....	3,840 "
6th April " <i>Travaddy</i> ,.....	20,760 "
7th " " <i>Travaddy</i> ,.....	55,660 "

Total.....97,877 lbs.
Shipments to this date last season were 427,195 lbs.

SILK.—On this subject there is hardly any information to supply. Settlements in the fortnight are nil, and as the stock is exhausted, no further business will be done prior to commencement of the New Season. The worms are at present in an early stage of existence, and musters of New Crop are not expected for five or six weeks hence.

No definite idea can be formed regarding prospects of first yield, but the heavy rains which have continued to fall for some time past are likely to have a pernicious effect on the out-turn and a smaller crop than usual may consequently be looked for.

Underneath are figures of comparative Exports:—

SETTLEMENTS FOR THE MONTH.	
1875-76.	1874-75.
For Europe,.....	— bales. 260 bales.
United States,.....	— boxes. 160 boxes.
Reels,.....	— boxes. 160 boxes.
Bombay,.....	— piculs. 60 piculs.

EXPORT FOR SEASON, TO DATE.	
1875-76.	1874-75.
For Europe,.....	12,900 lbs. 8,585 bales.
United States,.....	— boxes. 6,821 boxes.
Reels,.....	5,020 piculs. 4,395 piculs.
Bombay,.....	6,012 piculs. 5,914 piculs.
Cocoons,.....	974 piculs. 1,491 piculs.

IMPORTS.

LEAD.—A few sales have been made during the past fortnight at \$8.50 for cargo, but the tone of the market is rather weaker. Quotations are, cargo and J.B. \$8.45 a \$8.50. Hole cargo and W.B. \$8.55 a \$8.60 per picul.

QUICKSILVER.—Prices show but little change, quotations being \$92 a \$92.50 per picul.

SHIPPING.

The rate of freight to London per steamer is £3.5/ per ton of 40 cubic feet.

LOADING AND ON THE DECK.—At Whampoa. For New York, *Hase*. DEPARTURES.—From Whampoa. None.

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London;

Also,
Bombay, Madras, Calcutta and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"GEELENG," Captain C. FRASER, with
Her Majesty's Mail, Passengers, Stores, and
Cargo, will leave this for the above places,
on THURSDAY, the 13th April, at
Noon.

CARGO will be received on board until
Noon; SPOILS and PARCELS at the
Office until 2 p.m. on the 12th Idem.

For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES
ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from inaccuracy
on such declaration.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

THE P. & O. S. N. Co. reserve the
option of forwarding all Goods shipped
by their Steamers for Europe through
Egypt, either by Rail, or by Canal in their
own Steamers, or in vessels employed for
the purpose.

A. MOYER, Superintendent,
P. & O. S. N. Co.'s Office,
Hongkong, March 30, 1876. ap13

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer "COLORADO"
will be despatched for San Francisco,
via Yokohama, on SATURDAY, the 16th
April, 1876, at 3 p.m., taking Passengers,
and Freight for Japan, the United States,
and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m. 14th Proximo. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

For further information as to Passage
and Freight, apply to the Agency of the
Company, Praya West.

G. B. EMORY, Acting Agent,
Hongkong, March 31, 1876. ap15

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be de-
spatched for San Francisco, via Yoko-
hama, on MONDAY, the 1st May,
at 3 p.m., taking Cargo and Passengers
for Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of 30th Instant. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
and Passage, apply to the Agency of the
Company, Praya West.

G. B. EMORY, Acting Agent,
Hongkong, April 1, 1876. ap17

DUO DE MONTEBELLO CARTH
BLANCHE CHAMPAGNE.
Quarts, \$15 per case (1 dozen).
Pints, \$18 " " " " " "
5 per cent. discount on 20 cases.

Bourbon WHISKY.
\$12 per case (1 dozen).

For SALE BY
HEARDY & Co.
Hongkong, June 22, 1876. tt

Insurances.

QUEEN FIRE INSURANCE
COMPANY.

THE Underigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

EDWARD NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIA-
TION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS

POLICIES granted on Marine Risks to
all parts of the world at current rates.
This Association will, until further no-
tice, provide out of the earnings, first for
an interest Dividend of 15% to Share-
holders on Capital, and thereafter distrib-
uted among Policy holders, annually, in
cash, ALL the Profits of the Underwriting
Business pro rata to amount of premium
contributed.

RUSSELL & Co.,
Agents.
Hongkong, July 9, 1872.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Ovals in Matched, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents Hongkong & Canton.
Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Underigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Underigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 on reasonable terms.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY,
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents,
Hongkong, April 17, 1873.

YANGTZE INSURANCE ASSOCIA-
TION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association
will allow a Brokerage of Thirty-
three and One Third per cent. (33 1/3%) on
Local Risks only.

RUSSELL & Co.,
Agents.
Hongkong, June 8, 1874.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Underigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Hongkong, January 8, 1875.

Insurances.

THE SOUTH AUSTRALIAN INSUR-
ANCE COMPANY, ADELAIDE.

CAPITAL.....£500,000.

THE Underigned having been appointed
Agents for the above Company in
Hongkong, China and Japan, are prepared
to issue Policies of Marine Insurance,
payable in Australia, London, Calcutta,
Bombay, Mauritius, China and Japan at
current rates.

ADAMSON, BELL & Co.
Hongkong, September 6, 1875. jyl

THE SCOTTISH IMPERIAL
INSURANCE CO.

THE Underigned having been appointed
Agent, in Hongkong, for the above-
named Company, is prepared to grant
Policies against Fire, on Buildings and on
Goods to the extent of £10,000, at the
usual rates, subject to an immediate dis-
count of 20%.

Attention is invited to a considerable
reduction in Premium for Life Insurance in
China.

Life Policies effected during the year
1875, share in the Bonus to be declared on
31st December for the quinquennial period
then ending.

A. MACG. HEATON.
Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1800.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOERS & Co.,
Agents, Royal Insurance Company.

Intimations.

COAL DEPOT.

COALS of every description supplied to
Steamers by the Underigned.
Orders may be left at the Godowns,
Wanchi, with Mr. J. MACLEOD, or at
AN YON, KWONGSUNG, Praya.

LANDSTEIN & Co.
Hongkong, November 1, 1875. my1

ALL Persons having any CLAIMS
against the Estate of the late A.
MARCUS DALY, and all Persons indebted
to the same, are requested to communicate
immediately with the Underigned.

H. LOWCOCK,
Executor.

Hongkong, March 21, 1876. ap21

F. KRUPP'S CAST STEEL WORKS,

Essen (Germany.)

Sole Agent for China,

F. PEIL,

HONGKONG, SHANGHAI, COLOGNE

(Germany.)

AN INDIAN BUTLER or STEWARD,
a native of Penang, is desirous of an
Engagement, either ashore or afloat. Has
ample references. Apply to this Office.
Hongkong, March 30, 1876.

Intimations.

Now Ready.

THE CHINA REVIEW,

Vol. IV., No. 4.

Annual Subscription, postage included,
\$6.50.

CONTENTS.

Essays on the Chinese Language.

The Folk-lore of China.

Pao-see: The Cleopatra of China.

An Introduction to a Retrospect of Forty
Years of Foreign Interference with
China.

One Page from Choo Foo-tze.

The Expedition of the Mongols Against
Java in 1293, A.D.

The Wry-Necked Tree.

Phallic Worship.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries on Eastern Matters:—
Chinese Anti-Opium Associations.

Publications of the Hongkong Corres-
ponding Committee of the Relig.
Tract Soc.

Hongkong School-book Committee.
Chinese Wills.

Chinese Breech-Loading Guns.

History of the Maritime Provinces.

Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, March 11, 1876.

To Let.

TO LET.

With Immediate Possession.

THE House No. 35, Wellington Street,
lately in the occupation of Messrs
Ross & Co.

The Dwelling House No. 4, Alexandra
Terrace.

The Store and Dwelling House, No. 31,
Queen's Road, lately in the occupation of
Miss GABRIEL.

(Also with occupation from 1st April next.)

The Dwelling House No. 46, Peel Street,
now in the occupation of Mr. HAUSSCHILD.

(And with occupation from 1st May next.)

The Dwelling House No. 1, Alexandra
Terrace, at present in the occupation of
Dr. STOUT.

DOUGLAS LAPRAIK & Co.

Hongkong, March 20, 1876.

TO BE LET.

A COMMODIOUS HOUSE in Queen's
Road East, with Godown attached.
Rent \$25 per month.

Apply to
PURDON & Co.
Hongkong, March 20, 1876.

TO LET.

With Possession on the 1st April.
THE Premises in Queen's Road Central,
known as the "London Inn."

Apply to
LANE, CRAWFORD & Co.
Hongkong, March 9, 1876.

TO LET.

FIRST CLASS STORAGE, GODOWNS,
on the Praya.

Apply to
TAYLOR & THOMPSON,
Hongkong, November 20, 1875.

TO RENT CHEAP.

OFFICES and Godown, No. 59, Praya,
lately occupied by Messrs TAYLOR &
THOMPSON. Also OFFICE and GODOWN
situated in the rear of the Messageries
Maritimes Office.

Apply to
LAI HING & Co.
Hongkong, March 30, 1876.

TO LET.

HOUSE No. 5, Zetland Street,
DAVID SASSOON, SONS & Co.
Hongkong, April 8, 1876.

HONGKONG MARKET PRICES

Corrected to Saturday, April 8, 1876.

At 1100 Cash per Dollar Mexican.

Paragon.

Highest Local

Cash.

Butcher Meat.

Bacon, English, lb. 400 300

" Foochow, " 160 160

Beef, sirloin and prime cut, cy. 160 120

Beef Corned, " catty 120 100

" Roast, " 130 120

" Soup, " 70 60

" Steak, " 130 120

Bullocks' Brains, per set 50 40

" Tongue, fresh, each 250 200

" " corned, " 400 350

" Head, " 1000 700

" Heart, " 130 110

" Feet, " 50 40

" Kidneys, " 50 40

" Tail, " 110 100

" Liver, " catty 80 70

" Tripe (undressed), catty 40 30

Calves' Head and Feet, set 500 450

Hams, American, lb. 350 300

" Chinese, " 200 160

" English, " 400 350

Mutton Chop, " 180 160

" Leg, " 150 160

" Shoulder, " 140 120

" Liver, " 120 110

Pigs' Chittlings, " catty 60 50

" Feet, " 120 110

" Fry, " 110 100

" Head, " 110 100

" Heart, " 70 50

" Kidneys, " 70 60

" Liver, " lb. 120 110

Pork, Chop, " catty 160 150

" Corned, " 150 140

" Leg, " 160 150

" Fat or Lard, " 180 120

Sheeps' Head, and Feet, set 380 320

" Heart, " each 60 50

" Kidneys, " 70 60

Smoking Pigs, " 1400 1200

Veal, " catty 180 120

Poultry.

Ospons, " catty 200 180

Deer, small, " each \$3.00 —

Ducks, " catty 110 100

" Dried, " 220 200

Eggs, Hen, " don. 100 —

" Duck, " 100 —

" Salt, " 100 —

Fowls, " catty 170 160